THE WESTERN PACIFIC RAILROAD CO.

NORTHERN CALIFORNIA EXTENSION
ENGINEERING DEPARTMENT

TIME TABLE

In Effect 12:01 A. M. "Pacific" Time

TUESDAY, NOVEMBER 3, 1931

This Time Table is for the exclusive use and guidance of the employes concerned.

Always have the Book of Rules of the Transportation Department at hand for reference.

R. A. HOLLENBECK,
Construction Engineer, Westwood.

G. W. CURTIS,
Construction Trainmaster, Westwood.

E. T. GALLAGHER,
Chief Train Dispatcher, Sacramento.

Fuel, Water, Phone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS 198 Southern Pacific Local Freight — Leave Daily Ex. Sunday	FIRST CLASS 34 Southern Pacific Passenger — Leave Daily	Distance from Keddie	Time Table A — November 3, 1931 — STATIONS Telegraph Offices and Calls	Distance from Bieber	FIRST CLASS 33 Southern Pacific Passenger — Arrive Daily	SECOND CLASS 197 Southern Pacific Local Freight — Arrive Daily Ex. Sunday	Capacity of Sidings
F. W. P. T. Y. B. R. K.			0.0	DN **KEDDIE** Kd	111.8			Yard
P.			6.2	6.2 MOCCASIN	105.6			85
			7.62	1.4 I. V. Crossing	104.18			
			7.64	0.02 I. V. Crossing	104.16			
			8.38	0.74 I. V. Crossing	103.42			
			8.39	0.01 I. V. Crossing	103.41			
P.			8.6	0.2 D CRESCENT MILLS Cm I. V. Connection	103.2			12
W. P.			14.7	6.1 D GREENVILLE Gi	97.1			85
P.			17.5	2.8 MOHALA	94.3			85
W. P. Y.			25.4	7.9 DN ALMANOR Ma	86.4			85
P.			32.4	7.0 LASSEN VIEW	79.4			85
P.			35.2	2.8 **RED RIVER JUNCTION** R. R. L. Connection	76.6			
F. W. P. Y. B. R. K.	11.50 AM	3.35 PM	39.4	4.2 Joint Track DN **WESTWOOD** Wd	72.4	s 12.25 PM	9.35 AM	Yard
P. R.	12.05 PM	3.42 PM	43.5	4.1 2S **MASON** Mn S. P. Connection	68.3	12.16 PM	9.17 AM	
P.			44.1	0.6 ROBBERS CREEK	67.7			85
			50.1	6.0 L. L. & B. R. R. Crossing	61.7			
			50.4	0.3 L. L. & B. R. R. Crossing	61.4			
W. P. Y.		Time of No. 34 at Westwood applies at Passenger Station	52.5	2.1 DN NORVELL Rv	59.3	Time of No. 33 at Westwood applies at Passenger Station		85
P.			62.9	10.4 LODGEPOLE	48.9			85
W. P. Y.			76.4	13.5 DN HALLS FLAT Hf	35.4			85
P.			84.2	7.8 JELLICO	27.6			85
P.			90.2	6.0 WILLOW SPRINGS	21.6			85
W. P.			94.8	4.6 D LITTLE VALLEY Vy	17.0			85
P.			100.9	6.1 DIXIE	10.9			85
P.			109.5	8.6 PIT RIVER	2.3			85
F. W. P. O. Y. B. R. K.			111.8	2.3 DN **BIEBER** B	0.0			Yard
	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	
	0.15	0.07		Time over District		0.09	0.18	
	16.4	35.1		Average Speed per Hour		27.3	13.7	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Keddie, Westwood and Bieber. Westwood Yard extends from yard limit board 1¾ miles east to 1 mile west of Westwood passenger station.

All trains, including Southern Pacific Co. and Red River Lumber Co. trains, will be governed by Northern California Extension Time Table and Western Pacific R. R. Co. Book of Rules of the Transportation Department.

When trains meet at Westwood, No. 1 track, the first track south of main track at passenger station, will be used as siding.

All trains must obtain clearance card at Westwood.

At Mason, train order signal governs Northern California Extension trains only. Westward Southern Pacific Co. trains must obtain clearance card at Mason.

Trains Nos. 33, 34, 197 and 198 may register by ticket at Mason, when there is an operator on duty.

At Mason, before a westward Northern California Extension train fouls Junction switch, brakeman must go back far enough on Southern Pacific Co. track to provide full protection.

Normal position of switches as follows:

Keddie: Switch leading from east leg of wye to Northern California Extension main track, lined for east leg of wye.
Switch leading from east leg of wye to Western Pacific siding, lined for Western Pacific siding.
Switch leading from west leg of wye to Western Pacific main track, lined for Western Pacific main track.

Red River Jct.: Junction switch lined for Northern California Extension main track.

Mason: Junction switch lined for Southern Pacific Co. main track.

SPECIAL RULES

SPEED RESTRICTIONS

Maximum speed for No. 33 and No. 34 between Westwood and Mason, 35 miles an hour.

Maximum speed for other trains as follows:

Between Keddie and Crescent Mills	20 miles an hour
Between Crescent Mills and Greenville	30 miles an hour
Between Greenville and Almanor	15 miles an hour
Between Almanor and Norvell	20 miles an hour
Between Norvell and Halls Flat	30 miles an hour
Between Halls Flat and Little Valley	15 miles an hour
Between Little Valley and Pit River	20 miles an hour
Between Pit River and Bieber	30 miles an hour

On curves or where other conditions require, speed must conform to provisions of Rule 847.

Trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers must not exceed 15 miles an hour.

Speed of engines backing must not exceed 15 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Trains or engines using main track over Veneer Plant crossing, west of passenger station and Third Street crossing, east of passenger station, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on or is about to use these crossings and between the following times, movement over these crossings must be preceded by flagman:

11.30 a.m. and 11.40 a.m.	4.00 p.m. and 4.10 p.m.
11.58 a.m. and 12.10 p.m.	5.58 p.m. and 6.10 p.m.
7.30 p.m. and 7.30 a.m.	

Movement of trains and engines on tracks other than main track, over any crossings in Westwood Yard must be preceded by flagman.

When trains meet at Westwood, crossings at Veneer Plant, west of passenger station and Third Street, east of passenger station, must not be blocked.

MISCELLANEOUS

Westward trains entering Keddie Yard through east leg of wye must stop at STOP board located near point where wye switch connects with W. P. siding and must be preceded by flagman to a point a sufficient distance east on W. P. siding to afford full protection until train is into clear on yard track.

At Railroad crossings, trains must be governed by Rule 98, except that only one stop need be made for I. V. R. R. wye crossings, M. P. 7.62 and 7.64 and one stop made for I. V. R. R. main line and I. V. R. R. Standard Oil Spur crossings M. P. 8.38 and 8.39.

When cars are set out between Almanor and Greenville or between Halls Flat and Little Valley, in addition to provisions of Rule 838, unless there is a derail, lower car must be chained to rail and Dispatcher notified.

When jumbos, self-propelled cranes or pile drivers are given working orders within certain limits, trains over which right is given must not enter limits except upon receipt of proper hand signal given with yellow flag by day and yellow light by night by an authorized employee.

Light, frail or wooden sill cars must be handled on rear of train.

Rule 1012 is modified as follows: It is not necessary to detach engine, if, in judgment of engineer, it is practical to take water or fuel without shocks, which might injure stock, damage package freight, cause break-in-two, etc.

Supplementary to Rule 1072: Air brakes must be 100% operative on trains leaving terminals and not less than 85% operative leaving intermediate stations.

Headlights must be displayed and markers and lanterns kept burning while passing through all tunnels.

TRAIN INSPECTION

Eastward freight and mixed trains will stop at Almanor, Halls Flat and Jellico for inspection. A ten minute stop must be made at Jellico to allow wheels to cool and for inspection.

Westward freight and mixed trains will stop at Little Valley, Norvell, Almanor and Mohala for inspection. A ten minute stop must be made at Mohala to allow wheels to cool and for inspection.

USE OF RETAINER VALVES

PASSENGER TRAINS:

Eastward: Turn up all available retainer valves at Halls Flat and turn down at Little Valley.

Westward: Turn up all available retainer valves at Almanor and turn down at Greenville.

FREIGHT AND MIXED TRAINS:

Eastward: Turn up all retainer valves at Halls Flat and turn down between switches at Little Valley.
Turn up all retainer valves at Dixie and turn down at west switch Bieber.

Westward: Turn up all retainer valves at Dixie and turn down at Little Valley.
Turn up all retainer valves at Norvell and turn down at entrance to Keddie Yard.

AIR BRAKE TESTS

Eastward passenger trains will make running air brake test approaching Halls Flat and Westward passenger trains will make running air brake test approaching Almanor as prescribed by Rules 1077 and 1078.

Westward freight and mixed trains will make rear end test at Norvell and Almanor and Eastward freight and mixed trains will make rear end test at Halls Flat as prescribed by Rule 1076.

On Eastward freight and mixed trains, before leaving Halls Flat and on Westward freight and mixed trains before leaving Almanor, enginemen must be notified as to the number of loads and empties in train and whether or not all air brakes are cut in and working.

TONNAGE RATING

	Consolidation	Mikado	Mallet
EASTWARD:			
Keddie to Almanor	617 tons	858 tons	1170 tons
Almanor to Little Valley	896 "	1247 "	1688 "
Little Valley to Bieber	796 "	1113 "	1511 "
WESTWARD:			
Bieber to Halls Flat	756 tons	1051 tons	1427 tons
Halls Flat to Keddie	1254 "	1745 "	2354 "

WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco, Cal.

GRADES BETWEEN KEDDIE AND BIEBER

Between		Per Cent of Grade	Eastward	Westward
Keddie	and M. P. 5.5	1.5	ascending	descending
M. P. 5.5	and M. P. 6.5	1.0	descending	ascending
M. P. 11	and M. P. 16	1.0	ascending	descending
M. P. 16	and Almanor	2.2	ascending	descending
M. P. 30.5	and M. P. 37	1.5	ascending	descending
M. P. 38.3	and Westwood	1.5	ascending	descending
Westwood	and M. P. 40.5	1.8	ascending	descending
M. P. 40.5	and Norvell	1.5	ascending	descending
Norvell	and M. P. 59	1.0	descending	ascending
M. P. 59	and M. P. 62	1.0	ascending	descending
M. P. 62	and M. P. 67.3	1.0	descending	ascending
M. P. 69.5	and M. P. 70.6	1.0	ascending	descending
M. P. 70.6	and M. P. 71.5	1.0	descending	ascending
M. P. 71.5	and M. P. 77	1.0	ascending	descending
M. P. 77	and M. P. 96	1.8	descending	ascending
M. P. 96	and M. P. 100.5	1.5	ascending	descending
M. P. 103	and M. P. 108.5	1.5	descending	ascending